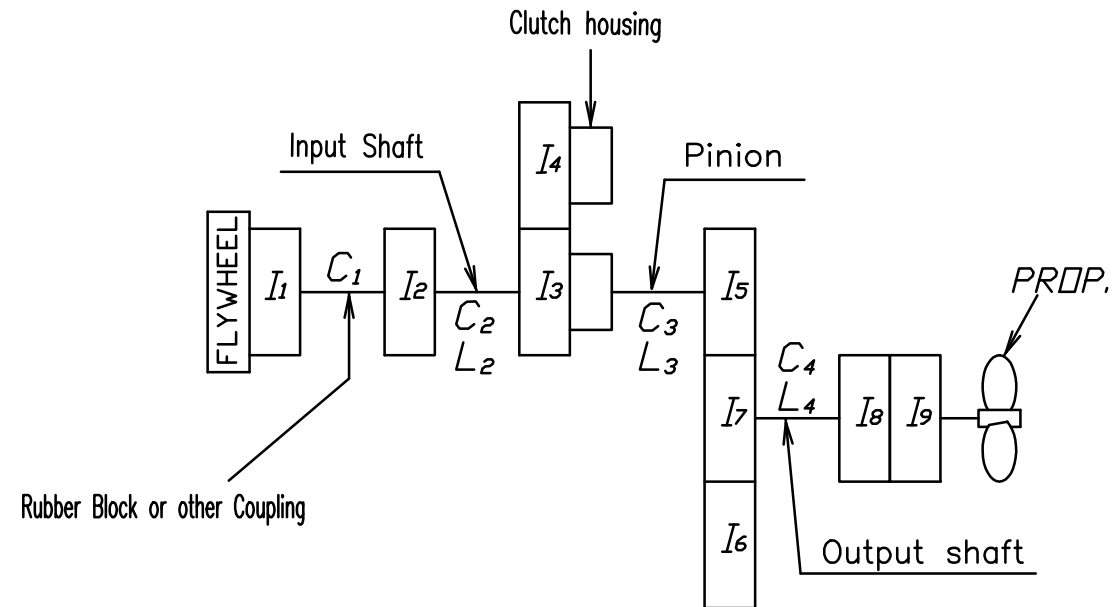
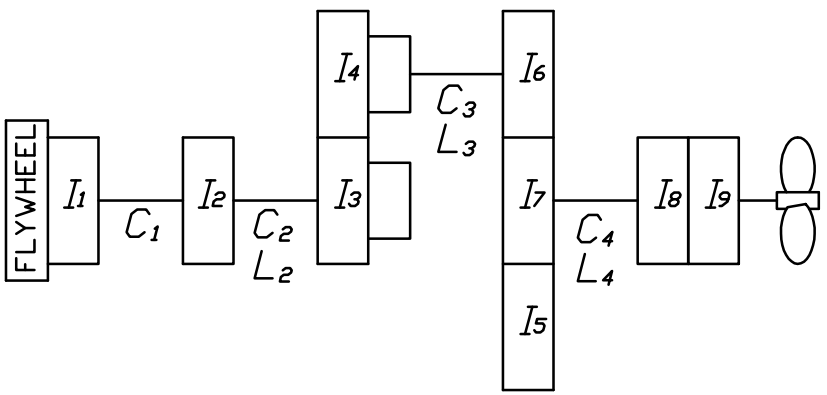


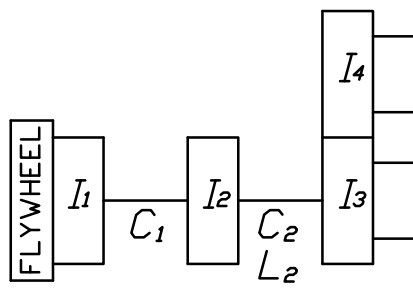
Counter Enginewise Rotation



Enginewise Rotation



Neutral



REMARK

1. I_{xx} = Moment of inertia [kg.m²]
2. d_o = MIN, Shaft DIA. [mm]
3. L = Equivalent length (Calculated as shaft DIA. of 187.2mm) [mm]
4. Stiffness Unit (C_n) [MNm/rad]

SYM.	DESCRIPTION	POSITION	REVISION	DATE	REV'D	APP'D
	Coupling HC-4000 → 1-14, 0-18 추가	D4	001	09.12.24		
	Coupling HC-8000 → 0-18 추가	D4	002	09.12.24		
	Centa Flexible Coupling 추가	D4	003	16.09.23	IB.Shin	

Coupling Type 3		Centa Flexible Coupling						[Model : CR-268] SAE# 1-14"					
		5%	10%	25%	50%	75%	100%						
I_1	Driving ring I_1	0.2276	←	←	←	←	←						
	Spider I_2	0.2139	←	←	←	←	←						
I_2	$\oplus + \ominus$ I_1	0.4415	←	←	←	←	←						
	C_1	0.004	0.008	0.015	0.047	0.085	0.122						
		[Model : CR-268] SAE# 0-18"											
I_1	Driving ring I_1	0.2276	←	←	←	←	←						
	Spider I_2	0.2139	←	←	←	←	←						
I_2	$\oplus + \ominus$ I_1	0.4415	←	←	←	←	←						
	C_1	0.004	0.008	0.015	0.047	0.085	0.122						

Coupling Type 2		HC Coupling					[Model : HC 4000] SAE# 14"		[Model : HC 4000] SAE# 18"		[Model : HC 8000] SAE# 18"	
		HS 60	HS 65	HS 60	HS 65	HS 57						
I_1	Driving ring I_1	0.2570	←	←	←	←	←	←	←	←	←	
	Outer Stopper I_2	0.4405	←	←	←	←	←	←	←	←	←	
I_2	$\oplus + \ominus$ I_1	0.6975	←	←	←	←	←	←	←	←	←	
	Spider I_3	0.4082	←	←	←	←	←	←	←	←	←	
I_3	Dummy I_4	0.0765	←	←	←	←	←	←	←	←	←	
	Input coupling I_5	0.0168	←	←	←	←	←	←	←	←	←	
I_4	Inner Stopper I_6	0.1161	←	←	←	←	←	←	←	←	←	
	$\oplus + \ominus + \oplus + \ominus$ I_2	0.6176	←	←	←	←	←	←	←	←	←	
I_5	C_1	0.029	0.040	0.029	0.040	0.029	0.040	0.029	0.040	0.029	0.040	

Coupling Type 1		Rubber Coupling		Rubber Block Coupling	
		SAE#1-14"	SAE#0-18"		
I_1	Driving ring I_1	0.4123	1.1907		
	Spider I_2	0.4275	←		
I_2	Input coupling I_3	0.0168	←		
	$\oplus + \ominus$ I_2	0.4443	←		
I_3	C_1	2.06	←		

Part		Gear Ratio				
		2.06	2.50	2.92	3.26	
I_5, I_6	Teeth No.	32	28	25	23	
	L_3	1,451	1,552	1,778	1,942	
	d_o	98.00	←	←	←	
	Pinion I_7	0.0406	0.0259	0.0179	0.0138	
	Disc I_8	0.0096	←	←	←	
Pinion + Disc Plate	$\oplus + \ominus$ I_5	0.0502	0.0355	0.0275	0.0234	
	C_3	6.7563	6.3204	5.5171	5.0492	
	I_7 Wheel	Teeth No.	66	70	73	75
		I_7	0.5120	0.6216	0.7695	0.8786
	I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	38	←	←	←
CH+Piston+Plate I_9		0.0742	←	←	←	
Sinterd I_4		0.0100	←	←	←	
$\oplus + \ominus$ I_3		0.0842	←	←	←	
I_4 Clutch Housing Assy [Astern parts]	Teeth No.	38	←	←	←	
	CH+Piston+Plate I_5	0.0742	←	←	←	
	Sinterd I_6	0.0100	←	←	←	
	$\oplus + \ominus$ I_4	0.0842	←	←	←	
I_8 Output Coupling	I_8	0.1463	←	←	←	
	I_9 Companion Coupling	I_9	0.1886	←	←	←
Input Shaft	L_2	28,172	←	←	←	
	d_o	57.00	←	←	←	
	C_2	0.3481	←	←	←	
Output Shaft	L_4	2,407	←	←	←	
	d_o	109.03	←	←	←	
	C_4	4.0736	←	←	←	

MATERIAL		DATE 2016.09.23		SCALE		TYPE DMT260H		ORIGINAL DWG. NO.	
APPROVED BY		CHECKED BY		DRAWN		DESIGNED		NAME	
		Kim Jin Kyong						MASS ELASTIC SYSTEM	
								DWG. NO. 250000-2	
								REV. 003	
								SIZE A	
								CODE ID. NO.	